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30 July 1956

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Dear Paul:

Thanks very much for your letter dated 12 July 1956 in which you have summarized the performance characteristics of our equipment up to the date of your letter.

We are happy to learn that the heater covers appear to have solved the "speed variation" difficulty. Similar results with the heater covers have been secured in the ZI.

I am only mildly surprised to learn that the capstan solenoid on one recorder froze in the engaged position. We learned of this potential difficulty after the modified B units were shipped to you. Improved solenoids are being obtained from a second source, and it is probable that some of these should be sent to you for inclusion in the FAK.

Difficulties with the silverlytic capacitors have been experienced locally. A substitute for these is being procured and will be incorporated in all future units. Additional quantities will be made available for the FAK and 180-day support.

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I have turned over your sketch showing the difficulty with S-band feeds to [REDACTED] with a request that engineering modifications be undertaken to correct this difficulty.

System 2 is now in Truck 11 for final tests. We believe it to be in its final form at this time. Information concerning shipments of the first units of this equipment will be forwarded as soon as these are firmed up.

[REDACTED] and two of our newly trained tech representatives will probably be leaving here shortly after the middle of August. The tech representatives do not have full information concerning the project, and it is most important that you adjust your comments to them to retain consistency with their understanding that all activities in which they are engaged are tied in with AWS operations. It is most important, too, that you transfer your own operational experience to them as completely as possible prior to your return to the ZI.

It is quite likely that I have mentioned this before, but repetition may not be harmful. A copy of all of your reports to me and to others here should be addressed to project headquarters so that they can be made aware of any difficulties that you and others may have experienced with our equipment. Headquarters will receive a copy of this letter.

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In conclusion, please accept my thanks for the outstandingly good work you are doing. Your comment to the effect that the Commander was rather lavish in his compliments on our equipment is probably more a reflection of the effort you have spent in making it perform properly than of any outstanding virtues it may possess. Incidentally, you will receive shortly a package of eight transistorized preamplifiers for use with System 1. They are intended to be inserted between the crystal detector output and the information amplifier input circuits. The amplifiers were constructed by Philco and packaged by us. They provide approximately 20 db gain, are battery operated, and increase the system sensitivity by the amount of their gain. It is requested that these be installed, checked out, and employed as soon as you can place them in service. A brief set of instructions concerning their installation, their structure, and the method for replacing batteries has been forwarded with the equipment. The amplifiers mount directly on the covers of the present information amplifiers and suitable interconnecting cable is provided. The main battery should be replaced after each flight. The bias battery experiences a drain of only 30 microamperes and, therefore, would not need to be replaced more frequently than every other month or so. However, it must be remembered that the bias battery drain can be interrupted only by pulling the input cable from the preamplifier.

Best regards.

Sincerely,



Burt

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